

EXTENSIONS OF REMARKS

REGULATORY TRANSITION ACT OF 1995

SPEECH OF

HON. JAY KIM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 23, 1995

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 450), to ensure economy and efficiency of Federal Government operations by establishing a moratorium on regulatory rulemaking actions, and for other purposes:

Mr. KIM. Mr. Chairman, the Federal bureaucracy is out of control issuing burdensome regulation after regulation.

Currently, over 110 executive branch agencies issue regulations, including approximately 22 independent regulatory boards and commissions. Additionally, some 250,000 Federal employees do nothing but issue and process regulations.

Since November 20, more than 500 additional regulations have been added to the Federal Register. Therefore, it should come as no surprise that last year's Register was the longest it has been since the Carter administration—67,000 pages long in 1994. We must stop these ever-mounting regulations.

Many of these directives from Washington are unnecessary and have become tremendous burdens on American businesses. National Performance Review studies have found that these regulations could cost as much as \$540 billion each year—not to mention all the paperwork.

The Office of Management and Budget estimated that in 1991, the American people spent more than 6.5 billion hours filling out forms. According to the Small Business Administration, small businesses alone spend at least 1 billion hours each year filling out Federal forms at an annual cost of \$100 billion.

Many regulations are contradictory and—in many cases—jeopardize the economic prosperity and personal safety of the public.

For example, in my own district in California, I witnessed the bureaucratic, regulatory struggle between the Federal Aviation Administration and the Fish and Wildlife Service over which agency's regulations were to take precedence at Ontario International Airport.

The FAA's regulations required the constant control of vegetation around the airport. This control is needed to keep birds away from the runways—because birds could be sucked into the engines of the aircraft flying people in and out of the airport and could cause an airplane to crash. This is clearly a safety issue and this regulation makes sense.

But, there was a certain fly—that's right, an insect—called the flower-loving fly, which the Fish and Wildlife Service considered endangered and that was supposedly occupying the vegetation around the runway.

Citing their regulations, the bureaucrats at the Fish and Wildlife Service prohibited the destruction of this alleged habitat. For nearly a

year, approval of the environmental impact report was stalled. This approval was needed to expand the airport. The bureaucrats were so academic and dedicated to their own particular regulations, that they became completely illogical. The long arm of intrusive Government mandates and regulations even extends to the pavement on which we all walk and drive.

Here's how: The Federal Government now requires States to use old rubber tires in the asphalt of new roads. The idea behind this directive has merit—in theory. Rather than have local landfills overflow with old tires, they would be recycled into paving asphalt.

However, the Federal Government turned a simple idea into an impossible requirement. Because of the excessive regulations and legal mandates associated with this directive, hundreds of millions of dollars in needed highway funds are at risk of being lost each year. If a State does not comply with every little regulation and fill out every little form, the Federal Government can withhold its highway funding, stopping the construction of a road even as the ground is being graded or asphalt being laid.

So, States do whatever it takes—despite high costs and risks—to meet these Federal regulations, despite the fact that the use of old tires—called crumb rubber—does not really work.

First, most States do not have the proper equipment to mix old tires into asphalt, nor do their road crews have the proper training in working with this material.

Second, it is terribly expensive. It can cost three times as much as ordinary asphalt. To comply with all the laws and regulations regarding the use of crumb rubber, most States would have to buy millions of dollars' worth of new equipment. That means tax dollars go into new, specialized machines—not roads. Further complicating the matter is that most States do not have a reliable supply of used tires. A distribution network of old tires does not exist.

Finally, some States are concerned about the health risks associated with the use of crumb rubber. Melting tires in old equipment creates toxic fumes putting the health of road crews and the environment at large at risk.

It's time to say, "stop" to this nonsense. It's time to reevaluate and reform the way new mandates and regulations are issued.

That's exactly what Congress has done this week in passing the Regulatory Transition Act. I am proud to have voted for this measure and I am encouraged that it passed the House. This bill will make sure that any new regulations are: First, necessary; second, logical—that means they make sense to average people; third, cost effective; and fourth, do not contradict other laws and regulations already in effect.

This is only one of a series of responsible Contract With America reforms I supported and Congress has passed. Others include:

The Unfunded Mandate Reform Act—H.R. 5.

The Risk Assessment and Cost-Benefit Act—H.R. 1022.

The Regulatory Reform and Relief Act—H.R. 926.

Private Property Protection Act—H.R. 925.

Combined together, these reforms may finally give the American people the relief they need from excessive Government regulations and Federal micromanagement of their lives. And, contrary to the claims of special interests and the bureaucracy, these commonsense measures will not threaten anyone's security, health, or safety. Each of these bills provide exceptions for security, health, safety, and other important concerns. These measures help redefine the role of Government as that of providing responsible service and protection, not needless regulations and costly burdens.

TRIBUTE TO CAROLYN NOOR

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, March 3, 1995

Ms. ESHOO. Mr. Speaker, I rise today to honor Carolyn Noor and her upcoming induction into the San Mateo County Women's Hall of Fame as a Young Woman of Excellence.

As a senior at Aragon High School in San Mateo, CA, Carolyn Noor serves as a role model not only for her peers but also for our entire community. She tutors grade school students, volunteers as a counselor for an outdoor education program, coordinates the creation of a multicultural mural at her school, and works for the Youth for Understanding and YMCA world camp programs. In addition, she serves on the city of San Mateo Citizens Review Committee and has cochaired a local community center's Thanksgiving food drive. Ms. Noor has received numerous academic awards including recognition as an outstanding student in both English and social studies.

Mr. Speaker, Carolyn Noor is an outstanding citizen, and I commend her for her remarkable commitment and contributions to our community. I ask my colleagues to join me in saluting her as she is being inducted into the San Mateo County Women's Hall of Fame as a Young Woman of Excellence.

IN HONOR OF REV. VICTOR KENNEDY, CHAPLAIN OF THE 1995 ST. PATRICK'S DAY DINNER AND PARADE

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, March 3, 1995

Mr. MENENDEZ. Mr. Speaker, I rise today to pay tribute to Rev. Victor Kennedy, chaplain of the 1995 St. Patrick's Day Dinner and Parade. Reverend Kennedy is among the many

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Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

Irish-American men and women who have helped make this country great.

The Irish have been immigrating to the United States since the early part of the nineteenth century. In that time, they have made many contributions to this country. They have distinguished themselves at every level of American society. As Irish-Americans have built their businesses, so have they contributed to the economic prosperity of this Nation. As they have grown politically, they have contributed to government on the local, State, and national levels. Their devotion to family and friends demonstrates that much can be accomplished when people work together in harmony.

At home, Irish-Americans have worked hard to protect all of us from crime and fire. They have put their lives on the line to help ensure the safety of their fellow citizens. The long, proud tradition of Irish police officers and firemen scarcely needs to be mentioned. However, the Irish have not only been good neighbors at home, they have also put their lives on the line when they have fought to defend this Nation against our foes in every major conflict over the last 200 years.

Reverend Kennedy is part of this great Irish-American tradition. He has dedicated his life to helping others. He is the former youth director of the Archdiocesan CYP/Youth Ministries, and is currently the pastor of the Church of Good St. Anne. He is an exemplary community leader and an advocate for our youth. Through his involvement in the community, Reverend Kennedy has reached out to countless people and has made a difference in their lives.

His parishioners greatly admire Reverend Kennedy for his leadership. He has played a vital role in the physical rehabilitation of his church. In addition, his efforts have brought new life to the parish. I am truly proud to have him as a resident of Hudson County.

As we celebrate St. Patrick's Day, let us remember all of those Irish-American men and women who have made a difference in the United States. This is a day for us to acknowledge their achievements and feel proud to have them in the United States. This holiday is an excellent opportunity to pay tribute to Irish-Americans; past and present.

OCEAN SHIPPING INDUSTRY CHANGES NEEDED

HON. JAMES A. TRAFICANT, JR.

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, March 3, 1995

Mr. TRAFICANT. Mr. Speaker, the Subcommittee on Coast Guard and Maritime Transportation, upon which I serve as the ranking Democrat, will soon begin consideration of changes to the Shipping Act of 1984 and the future role of the Federal Maritime Commission in the ocean shipping industry. As the subcommittee and, eventually, the full Committee on Transportation and Infrastructure, move forward on these issues, I would like you and our colleagues to know what I believe needs to come out of the legislative process.

First, I believe the functions of the Federal Maritime Commission need to be maintained, particularly with regard to protecting our ocean

carrier industry and shippers against unfair and anticompetitive trade practices of foreign governments and carriers. In fact, this should become more of a focus and a higher priority for the commission. And given the public's general call for smaller and more efficient government, the commission should take steps to downsize and rightsize its operations, just as we expect all Government agencies and departments to do.

Second, I believe the hearings held in February by the subcommittee indicated that important modifications can be made to the Shipping Act of 1984 that would provide a much greater degree of flexibility in the business relationships between shippers and ocean carriers. Right now, conferences of ocean carriers with broad antitrust immunity restrict a number of types of transactions and relationships in the ocean shipping business. For instance, service contracts, which are long-term large volume arrangements between carriers and shippers, should not be restricted or prohibited by the carrier conferences or their members. Also, carriers that want to offer a rate to a shipper that is different than that of the carrier conference should be able to do so on a much quicker basis.

These kinds of reforms at the Federal Maritime Commission and in the Shipping Act will bring significant improvements to our trading relationships around the globe. The relationships between the shipping public and the ocean carrier industry would also be beneficially changed so that U.S. industry generally would be in a more competitive posture in the world marketplace.

I look forward to working with the leadership and members of the Transportation and Infrastructure Committee to develop legislation to accomplish these ends.

TEXAS COUPLE NAMED FOSTER PARENTS OF THE YEAR

HON. RALPH M. HALL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, March 3, 1995

Mr. HALL of Texas. Mr. Speaker, it is a privilege for me to pay tribute to two outstanding citizens who visited the Capitol this week from the Fourth District of Texas. They are Joe and Pattie Laroche of Denison, who were recently named by the Child Welfare League as Foster Parents of the Year for the Southern States.

The Larochees have been licensed foster parents for more than 5 years. During that time they have cared for more than 30 children, ranging from newborns to those up to 12 years of age. They have three children of their own—Sarah, Bethany, and Christina, two of which—Christina and Bethany—they adopted. Children who have been under the care of the Larochees have stayed with them anywhere from 1 night to 5 months. The longest stay for a child has been 2 years.

The Larochees have been previously honored as Grayson County Foster Parents of the Year, by the Texas Department of Human Services and as the State Foster Parents of the Year by the Texas Council of Child Welfare Boards. They were recommended for the awards by Gwen Henderson, Foster Home Developer for the Texas Department of Human Services for Grayson County.

The Larochees described the recognition as humbling and said that being foster parents is a learning experience that has great rewards. They recognize the need for more foster parents but realize that many people are fearful of trying.

Being a foster parent to a child is a special calling that deserves our respect and our gratitude. It requires a generous and selfless spirit, and often much patience and understanding. Good foster parents like the Larochees have a lasting impact on the lives of foster children, who like all children, need affection and attention and need to feel a sense of well-being.

Mr. Speaker, I am proud to pay tribute today to Joe and Patti Laroche and to all those who serve as foster parents across America. These foster parents devote their lives to help make life better for our children in need. I am particularly proud to have the Larochees as my constituents and wish them much success as they continue to serve foster children in Grayson County. I admire their dedication and commitment to this cause and salute their good work.

TRIBUTE TO ELLSWORTH AIR FORCE BASE ON SUCCESS OF DA- KOTA CHALLENGE

HON. TIM JOHNSON

OF SOUTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Friday, March 3, 1995

Mr. JOHNSON of South Dakota. Mr. Speaker. I rise today to give high praise to the men and women of Ellsworth Air Force Base who participated in the congressionally mandated B-1B bomber readiness test appropriately named "Dakota Challenge '94." The test was conducted from June 1-November 30 of last year, and during most of the test the 28th Bomb Wing at Ellsworth flew training missions at an accelerated peacetime rate. During the final month of the assessment, the 28th Bomb Wing deployed a squadron to Roswell Industrial Air Center, NM to simulate flying from an austere location at wartime sortie rates. Earlier this week, the Air Force Operational Test and Evaluation Center issued its final report on Dakota Challenge and the report reveals that the B-1B bombers exceeded all test expectations. As a long-time supporter of the B-1B, I am pleased with this outcome and incredibly proud that the men and women of Ellsworth can take some credit for the impressive results.

Throughout the 6 months of the test, the men and women of the 28th Bomb Wing faced the challenges and demands of the assessment with ardent determination. The commitment and top notch performance of the men and women at Ellsworth Air Force ensured that the B-1B bomber exceeded all of its performance goals during Dakota Challenge. I am hopeful that this impressive performance will resolve long-standing disagreements over the B-1B's capabilities and help secure the future of the B-1B bomber which Secretary of the Air Force Widnall has called the backbone of the bomber fleet.

The outcome of the test is a rock-solid testimonial to the B-1B's capabilities and I am proud of the men and women of the 28th